City of Seattle

Gregory J. Nickels, Mayor
Department of Design, Construction and Land Use
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT DESIGN, CONSTRUCTION AND LAND USE

Application Number: 2206208

Applicant Name: Thomas Gerard for South Seattle Community College

Address of Proposal: 6000 – 16th Ave. S.W.

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a three-story, approximately 46,097 sq. ft. classroom building (Instructional Technology Center) on the campus of a major institution (South Seattle Community College). The project includes reconfiguration of parking for 177 spaces and the addition of spaces resulting in a total of 304 parking spaces adjacent to the proposed building. A Determination of Non-Significance was prepared by South Seattle Community College.

The following approval is required:

SEPA - Environmental Conditioning (SMC Chapter 25.05)

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions*

[ ] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

* A Determination of Non-significance was prepared by the South Seattle Community College, dated November 21, 2002. DCLU will consider and impose any necessary substantive SEPA conditioning.

BACKGROUND DATA

This proposed addition to the South Seattle Community College is made in the context of the current Major Institution Master Plan (MIMP) for the campus which was effective on July 23, 1993 and expires on July 23, 2003. The new three-story building would provide 12 classrooms, four teaching labs, a 150 seat lecture hall and some associated staff offices. An adjacent parking area would be reconfigured and expanded to accommodate 304 vehicles (an addition of 127

spaces). The building is proposed to be located in a location, integral to the existing campus, where additional classroom space was projected to be placed in the MIMP.

The new facility is not expected to increase the student or staff population at SSCC but to provide better technology oriented learning facilities and to relieve existing overcrowding on the campus. Additional state funding to accommodate additional students is not provided nor anticipated. Some steady but moderate growth at the institution may be expected to take place in the foreseeable future.

Additional Information

The SSCC site is a large one with several kinds of critical areas mapped and present in areas distant from the centrally located campus location of this proposal. DCLU has issued an ECA exemption for this project due to the distance from the proposed construction from the site's critical areas.

Public Comments

No public comments were received. The official comment period ran from December 5, 2002 to December 18, 2002.

ANALYSIS - SEPA

Disclosure of the potential impacts from this project was made in an October 10, 2002 SEPA Checklist with an attached Traffic Study. The South Seattle Community College issued a Determination of Non-significance on November 21, 2002. This information in the environmental documents, supplemental information provided by the applicant (plans, the SSCC MIMP), and the experience of the lead agency with review of similar projects form the basis for this analysis and decision wherein substantive SEPA conditioning will be considered and imposed as warranted.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part:

> "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations).

Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts are cited below.

Short-term Impacts

Anticipated short-term impacts that could occur during demolition, excavation and construction include; increase noise from construction/demolition activities and equipment; decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel;

conflicts with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

Many are mitigated or partially mitigated by compliance with existing codes and ordinances; specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise).

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal and include: increased traffic and increased parking demand; possible increase in light and glare; increased bulk and scale of the building; increased ambient noise due to increased human activity; increased demand on public services and utilities; increased energy consumption; and decreased air quality. These long-term impacts are not considered significant because the impacts are minor in scope.

Traffic and Parking

The Transportation Engineering Northwest traffic study assumes that the proposed facilities would be populated by new students (contrary to the actual prediction) and finds that even with 52 new vehicle trips in the generator's peak our and 24 in the peak hour of adjacent streets there the traffic impact would be expected to be negligible.

DCLU has, at community meeting relating to the MIMP, heard complaints from nearby residents of parking congestion on their streets caused by persons attending SCCC or events on the campus. Given that the proposed facility is not expected to increase enrollment or staff and that 127 additional parking spaces are to be created, it is concluded that parking impacts on surrounding areas would be lessened by the proposal.

Other Impacts

Several adopted codes and ordinances and other agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these are the Puget Sound Clean Air Agency (increased airborne emissions); and the Seattle Energy Code (long-term energy consumption). The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

RECOMMENDED CONDITIONS - SEPA

None.

Signature: (signature on file) Date: July 3, 2003
Scott Kemp, Senior Land Use Planner
Department of Design, Construction and Land Use

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